

The Times-Dispatch

INDUSTRIAL SECTION

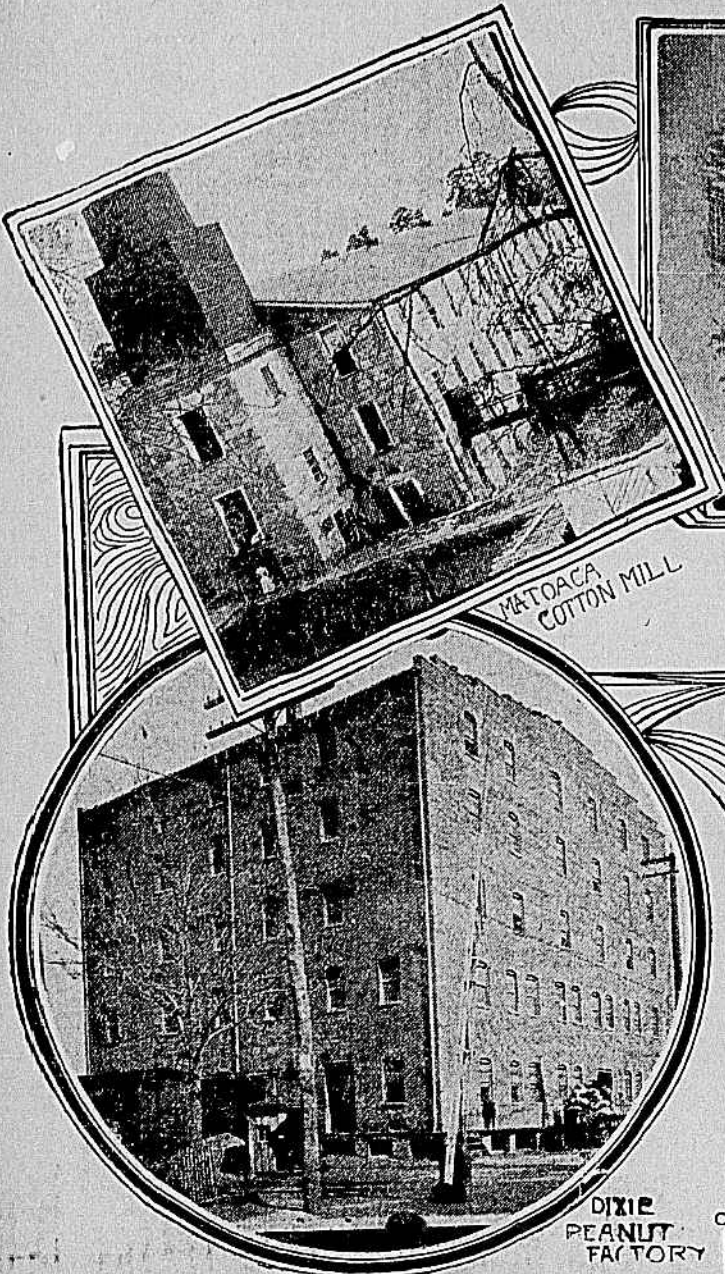
THE TIMES-DISPATCH FOUNDED 1856.
THE DISPATCH FOUNDED 1850.

WHOLE NUMBER 17,509.

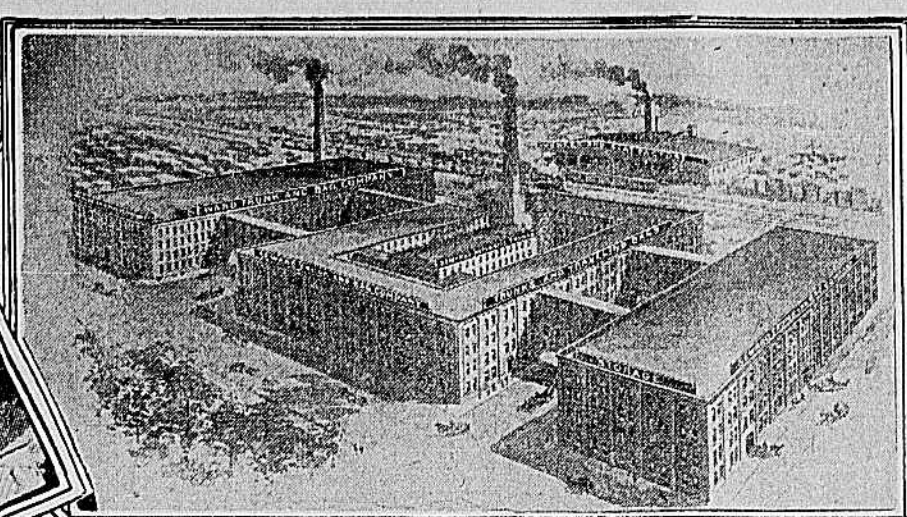
RICHMOND, VA., SUNDAY, MARCH 24, 1907.

PRICE FIVE CENTS.

ENTERPRISES REFLECTING THE INDUSTRIAL LIFE OF PETERSBURG

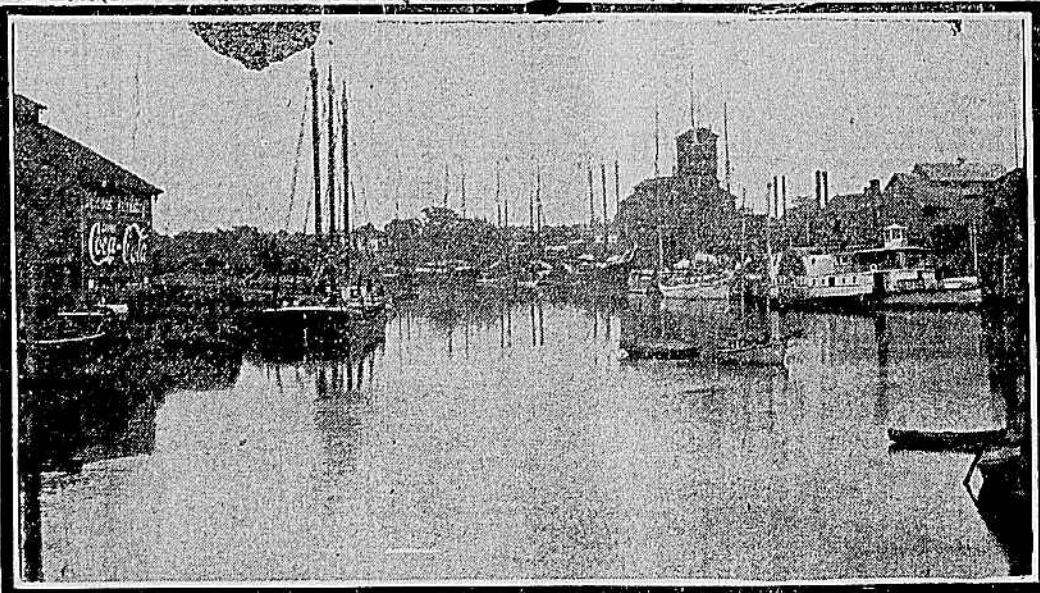


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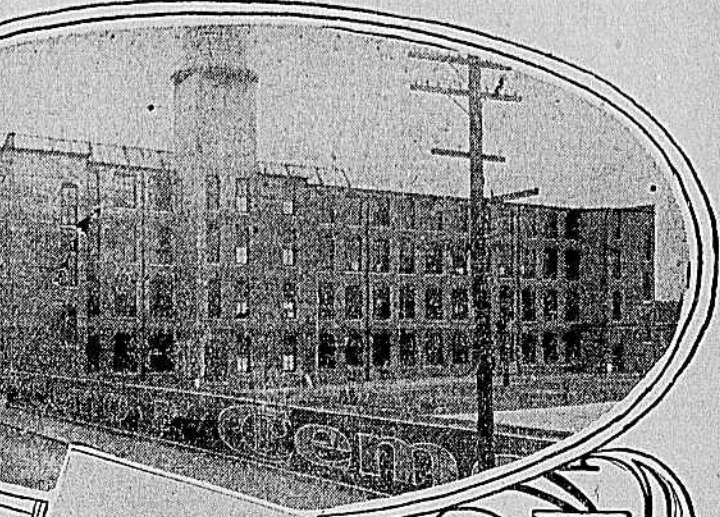


AMERICAN CIGAR CO'S FACTORY

THE LARGEST TRUNK FACTORY IN THE WORLD



PETERSBURG HARBOR



DIXIE PEANUT FACTORY



AUG. WRIGHT CO'S SHOE & JOBBING HOUSE

REAL ESTATE AND BUILDING NEWS

Increased Activity in Realty. More Business Done Than in Any Week Lately.

RUMORS OF LARGE DEALS

Broad and Cary Street Property Active—Small Houses in Great Demand.

The past week developed increased activity in real estate circles. The \$50,000 sale on Broad Street and the big sale of business property on Cary Street, together with the active demand for small houses, and, in fact, as for that matter, in all parts of the city, put the real estate agents on their mettle, and they have been doing some extraordinary hustling. The auction sales have been well attended and the bidding has been spirited. In a year past, when the Antrim property was sold by J. B. Elam & Co. for \$21,000, this was a mistake. Last October, Sutton & Co. sold the Boshier property at the corner of Fourteenth and Cary Street, to the Richmond Hardware Company for \$47,500.

Many Sales, But Agents Are Muzzled

Many sales of small property have been made during the past week, although the agents in most cases prefer not to give the particulars and the names of the purchasers. These sales have been made in all parts of the city, and it has been demonstrated that no matter where it is located, just so it is in Richmond.

It is a matter of broad rumor that some new big sales of Broad Street business property were practically closed last week, and record-breaking prices, ranging from \$12,000 to \$32,000, were obtained. The agents who have engineered these deals are reticent, in fact, will not tell anything about them until the deeds are placed in the hands of the clerk of the court for record. However, it is pretty certain that the street rumors concerning these extensive deals are well founded.

There are also rumors of more heavy deals in Cary Street business property. In the wholesale territory, deals that have been practically made or are on the string and soon to be consummated, but no definite information concerning them could be obtained.

Some of the Deals Made.

It was stated last week that the sale of the Miller Pharmacy property, on Broad Street, to Mr. Hutzler for \$50,000 was a private transaction, in which no agents figured. This was

FIRE-PROOF HOUSES ARE THEY POSSIBLE?

Self-Protection Against Fire is a Necessity, and It Must Come.

SUBJECT BEING DISCUSSED

Great Improvement Along This Line in Richmond is Now Noticeable.

The great amount of building now going on in this city, and in other Southern cities, brings to mind the fact that an impetus to self-protection against fire is the significance of the past year's building operations in many parts of the country, in the South as well as in the North and West.

The absolutely fire-proof building may not be here yet. It is quite certain that there are none in Richmond, but some of the buildings that were erected last year in this city, and some that are now going up, are so constructed as to reduce largely the percentage of danger to life and property in case of fire.

A writer in a late issue of Fire-proof Magazine, a publication devoted to the subject under discussion, throws some light on the question. He says: "Insurance companies have had to realize that their capacity for providing indemnity was taxed to the breaking point, and fire departments have been compelled to admit their inability to protect life and property once a fire reaches a certain stage. With these two agencies no longer capable of assuring the property owner, the security he needs, he is forced to, whether he wants to or not, fall back on his own resources. He must protect himself. In constructing new buildings he must make them virtually undamagable by fire; he must build of steel protected with brick and hollow tile; he must have wire glass in his windows; he must close off his elevator and stair wells so as to make substantially separate buildings of each story, and he must use the maximum of incombustible materials in the filling and furnishing of his buildings."

What of Old Buildings?

But that only applies to new buildings. For instance, there are in New York but 2,000 structures that can be classed as incombustible, and we have 293,000 others, that are more or less fire-traps, with which to deal. That is the problem that confronts us. To safeguard those buildings to at least a moderate degree is an engineering problem that taxes the ingenuity and skill of our greatest fire-prevention experts. The International Building Inspectors' Society has issued much data upon the subject and is at present at work upon the State Legislatures with a bill to compel people to minimize the fire danger in old buildings. The Society's contention is that no man is justified in maintaining any construction that endangers the safety of his neighbors' property, and that it is the State's duty to make him eliminate that danger to as great a degree as possible; and the Society's experts have formulated a scheme for the re-vamping of old buildings that means the

(Continued on Second Page.)

FIVE BILLIONS FOR RAILWAYS

That Many Dollars Needed for Railroads and Waterways to Relieve Congestion.

THE RIVERS TO THE RESCUE

The James and Similar Streams Must Be Deepened for Big Ships.

[Special to The Times-Dispatch.] BALTIMORE, Md., March 23.—In beginning a series of comprehensive articles upon transportation facilities with special reference to the development of river and harbor improvements, the Manufacturers' Record of this week says:

"Transcending in importance every other question before the American people is that of transportation. We are at a crucial period when freight congestion and inadequate transportation facilities are the burden of the business man's life. A great expansion of transportation facilities is vital in business expansion; to growth of trade and commerce and to the increasing wealth of agricultural, industrial and general business interests."

Five Billions Needed.

"The development of the country has been more rapid than it has been possible for the railroads to meet, and yet we are only at the beginning of the real broad development of this wonderful land. It is now seen that the improvement of our waterways is vital to the progress and prosperity of every section, and instead of being antagonistic to the railroad's interests, it is essential to their best prosperity. To provide the facilities needed for the growth of population and traffic in this country will tax the financial power of the railroads and of the government itself. It is now everywhere accepted that it will take an expenditure of \$5,000,000,000 to fully expand and equip the railroads of the country to meet the needs of the times, and yet the national government has expended in the last ten years an average of only about \$20,000,000 on rivers and harbors, and will doubtless now halt and hesitate, unless backed by the overwhelming demand of the people of the country, in issuing \$500,000,000 of securities for river and harbor work, or one-tenth of what the railroads must do by private capital."

Rivers, the James for Instance, to the Rescue.

"Every available means of transportation must be utilized, every river susceptible of improvement to such an extent as to furnish greater transportation facilities must be deepened or straightened, every harbor with which nature has blessed our country must be improved for larger ships and better shipping facilities. The present congestion is not temporary. It will be the normal condition of the country, unless an expansion commensurate with the vastness of the resources of this country be made."

"From the Atlantic to the Pacific and from the Lakes to the Gulf traffic is congested. Lumber men are unable to deliver their product, though eager buyers are scrambling for it. Iron and steel interests are harassed by the inability to secure the raw material, and when they have secured that, by inability to deliver the finished product,

the cotton growers of the South and the grain growers of the West, the cotton-mill man and the flourmaker are all alike harassed by the present conditions."

Less Business More Profitable.

"So great is the pressure upon transportation facilities that railroads would make more net profit if they had a smaller volume of gross business. Their lines are overworked, their rolling stock cannot be utilized to the best advantage, their terminal facilities are clogged, and the life of the railroad operator, from the president all the way down through every gradation of office, is a burden."

"Upon the national government rests a weighty responsibility. It is the servant of the people. Congress is but the directory of the mightiest corporation on earth, that of the United States, and the people, who are the stockholders in this corporation, have a right to say to Congress that our rivers and harbors shall be utilized to the fullest extent possible, and that, too, without regard to whether the cost be \$500,000,000 or five times that amount. This country is rich enough not to be wasteful in foolish extravagance, but rich enough to carry out every great work of this kind which will add to the prosperity of all the people of all sections."

HOLDING BACK.

New Work Postponed on Account of Adverse Legislation.

NEW YORK, March 23.—In its issue this week the Railway Age says that the outlook for railway building in the United States is not as promising as it was a year ago. There is as large a mileage projected as there was in March, 1906, but the conditions are not as favorable. The country is as prosperous as it was twelve months ago, and by reason of natural conditions must continue to be so for all time.

It is not important that more attention be given to the education of the boy from the farm in order that he may go back and rebuild the soil which careless culture has destroyed? Nothing can be done of greater permanent value to Virginia than to have the \$10 an acre land which so much has been sold improved and made worth \$100 an acre. Thousands of acres of unproductive land in the State are a menace to our prosperity. We have the most delightful climate for the world, unsurpassed market facilities right at our door, and an enormous demand at profitable prices for all farm crops. There is just one thing wrong, and that is a proper appreciation of the need of agricultural education.

IS LIGHTEST DRILL.

New Portable Electric Tool Weighs Only Six Pounds.

CINCINNATI, O., March 23.—A first consideration in the construction of portable electrical tools of every description is to reduce the weight, as much as possible. At the same time, care must be taken to make the power of the tool accord with its intended capacity; that is, the tool must not be overrated.

Probably the lightest portable electrical tool ever made is a 3-16-inch drill, weighing only six pounds, manufactured in this city. This tool is capable of drilling holes up to 3-16 of an inch in diameter in wood, iron or steel, and is of one-quarter-horse power capacity. It is about eight inches long over all, and four inches in diameter.

This tool is specially designed for trunk and furniture manufacturers, and also for light work in any machine shop, such as drilling oil holes or holes for screws in name plates. It is manufactured in two types, for 10 and 20 volts, respectively. Extra handles of various kinds are supplied where necessary, making it suitable for many different operations.

FARM COLLEGE FOR VIRGINIA'S SONS

The New Department of Virginia Polytechnic Institute and What Is to Be.

MORE GOOD FARMERS NEEDED

Agriculture Is the State's Greatest Industry and Main Source of Wealth.

The College of Agriculture of the State of Virginia constitutes a department of the Virginia Polytechnic Institute, and is located at Blacksburg, in Montgomery county. The growing interest in agricultural education is evidenced by the fact that there are now nearly 100 students pursuing agricultural and horticultural studies in this institution. The demand for men trained along agricultural lines is so great that it is surprising that the number is not 500. In a recent address Secretary Wilson said that the State of Virginia should have at least 5,000 students pursuing work along agricultural lines. Another gentleman stated that while Virginia spends between \$200,000 and \$300,000 annually for higher education, and "pends it wisely and well," comparatively little is spent for the education of the farmer's boy in the great profession of agriculture. Yet this is the chief industry of the State, and by reason of natural conditions must continue to be so for all time.

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At the opening of the fall session of this institution the writer was placed in charge of the registration of students, and it was not difficult to understand why so few boys were interested in agricultural education. Though the majority of our boys come from the farm, they are going to the city, and are going to the city to get away from it, particularly when the public schools do not provide a course of training that would lead them to a due appreciation of agriculture as a profession. All this must be changed if permanent prosperity is to come to Virginia.

Virginia College of Agriculture.

The importance of this subject leads me to feel that the general public should know something of the provisions made for instruction in agriculture in this State. The last Legislature made an appropriation for the

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PETERSBURG'S PROGRESS AND FUTURE OUTLOOK

Metropolis of Southside Has Become Manufacturing Centre of Vast Importance and Continues to Grow.

INVESTMENT CORPORATION IS TO HELP PUSH THINGS

Peanuts, Cotton, Tobacco, Trunks, Silk and Lumber Leading Manufactures—Ample Power for all Manner of Machinery—Deep Water to the Sea Assured.

[Special From a Staff Correspondent.]

PETERSBURG, VA., March 23.—Southside Virginia is the name given to that portion of the State lying south of the James River, and extending from tide-water on the east, 100 miles or more westward to the rolling country forming the foothills of the Blue Ridge Mountains. Lying midway between the seashore and the mountains this section forms a generally level plateau, alike free from swamps and hills. "The lay of the land" is ideal for farming operations, being just rolling enough for natural drainage, while there is little, if any, of the land too hilly to cultivate. Modern farm machinery can be used on practically every field. The country is abundantly watered by rivers, creeks and brooks, which are fed by never-failing springs of pure, clear water. From the earliest Colonial times up to the Civil War this was a rich and prosperous agricultural district, and the stately old mansions still found here and there afford strong evidence of the natural resources of the country from which the early settlers derived the means for the founding of their lordly estates. The natural resources are still here, and where the lands are handled with intelligence and industry, the results show a big return on the investment, and a large increase in the value of the land.

Metropolis of the Southside.

It was this rich and prosperous country that first made Petersburg, soon after Peter Jones, for whom it was named, founded it in 1733, it commenced to sell all the products of the surrounding country and to furnish the people with their supplies, becoming a great market before it was incorporated as a town.

It is not necessary to go into the details of the ups and downs that Petersburg has had to deal with. She has had a sufficiency of them both in war and in peace. It has profited by the "ups" and successfully overcome the "downs" until to-day it is a thriving and prosperous city of nearly 30,000 inhabitants as game and as intelligently active business population as can be found anywhere in this country.

The city is favorably situated at the head of deep-water navigation on the Appomattox River, twelve miles above its confluence with the James River. The city proper is in Dinwiddie county, though its suburbs extend into two adjoining counties, Prince George and Chesterfield.

The city is well-supplied with all modern conveniences and improvements. The streets are well-paved with vitrified brick and block asphalt, and all of its municipal affairs are being conducted on an intelligent line of improvement. The city is lighted

by gas and electricity, and has its own water-works, which furnish an abundant supply of fine water from springs and rivulets in the neighborhood, carefully protected by law.

All the leading religious denominations are represented in Petersburg, and many stately and beautiful churches adorn its streets. The education of the city is of the highest order. The public schools are admirably managed, with abundant accommodations for the entire school population.

Petersburg has four prosperous banks, with an aggregate capital of \$200,000; surplus, \$500,000; deposits \$1,500,000; loans, \$5,000,000.

The policy of the Petersburg banks is to lend to their own depositors, and so foster their home trade. In all the essential features of good banking, the financial institutions here are making rapid strides.

The city has an excellent telephone service and ten miles of street railway. The national government has two large cemeteries near Petersburg, where rest the remains of some 12,000 or 15,000 Union soldiers who fell around the city.

Transportation.

The transportation facilities of Petersburg are extensive, furnishing communication by rail and water with all parts of the country. The Seaboard Air Line, Atlantic Coast Line and Norfolk and Western Railway all pass through this city, while there is an electric trolley line from Petersburg to Richmond. Moreover, by way of the Appomattox and James Rivers, Petersburg has water communication with the seacoast. The annual tonnage of this port is 200,000 tons, and value of freight \$1,500,000. The city offers very superior advantages for productive industries in its excellent facilities for transportation, cheap and desirable sites, and especially in the extraordinary resources of its available water-power furnished by the Appomattox River.

Petersburg is an important manufacturing centre. The most important lines of manufacture are tobacco, cotton, peanuts, trunks and lumber.

Manufacturing and Jobbing.

The number of manufacturing establishments is over 500, in which are employed more than 6,000 persons. The wages paid annually amount to something like two and a quarter million dollars, and the value of the output is fully \$15,000,000.

There are four trunk and bag factories here, one of which is the largest establishment of its kind in the world. The daily output of these trunk factories is 1,200 trunks and 1,500 bags. They are sold all over the world.

The city's jobbing business amounts to \$12,000,000 annually. The taxable values of the city are about \$14,000,000, and the rate of taxation is \$1.10 per hundred dollars of value for the city, and thirty-five cents for the State.